

**Remarks/Arguments**

Reconsideration of this application is requested.

**Claim Status**

Claims 1-10 are pending.

**Claim Objections**

Claims 1-10 are objected to for containing informal and improper grammar. In response, claims 1-10 have been carefully reviewed and amended to be grammatically correct and clear. The issues specifically noted in the Action have been addressed and corrected. The amended claims positively recite the crankcase, crankshaft, bearing, cylinder body and crankshaft.

**Claim Rejections – 35 USC 103**

Claims 1-10 are rejected under 35 USC 103(a) as obvious over Hashimoto (US 2005/026887). Hashimoto claims priority in PCT/JP03/02765, which was filed on March 10, 2003. Under 35 USC 102(e), Hashimoto is effective as prior art as of its PCT filing date only if it designated the United States and was published in the English language. Hashimoto was published on September 18, 2003 as WO 03/076778 in the Japanese language. A copy the cover page of WO 03/076778 is attached in this regard. Therefore, Hashimoto is effective as a prior art reference only as of its PCT publication date of September 18, 2003.

The present application was filed in the United States on July 13, 2004 as a national stage of PCT/JP03/01605, filed on February 14, 2003, which claims the benefit of JP 2002-043835, filed on February 20, 2002. The priority document was properly submitted in the PCT application. In order to perfect applicant's claim to priority, and to establish an effective filing date of February 20, 2002, a verified English translation of the certified copy of JP 2002-043835 is enclosed.

Applicant's effective filing date of February 20, 2002 precedes Hashimoto's effective date of September 18, 2003, as well as its PCT filing date of March 10, 2003. Accordingly, Hashimoto is not an effective prior art reference against this application, and the rejections under 35 USC 103(a) should be withdrawn. There

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being no further grounds for rejection of claims 1-10, applicant submits that claims 1-10 are now in condition for allowance.

### Conclusion

This application is now in condition for allowance. The Examiner is invited to telephone the undersigned to resolve any issues that remain after entry of this amendment. Any fees due with this response may be charged to our Deposit Account No. 50-1314.

Respectfully submitted,  
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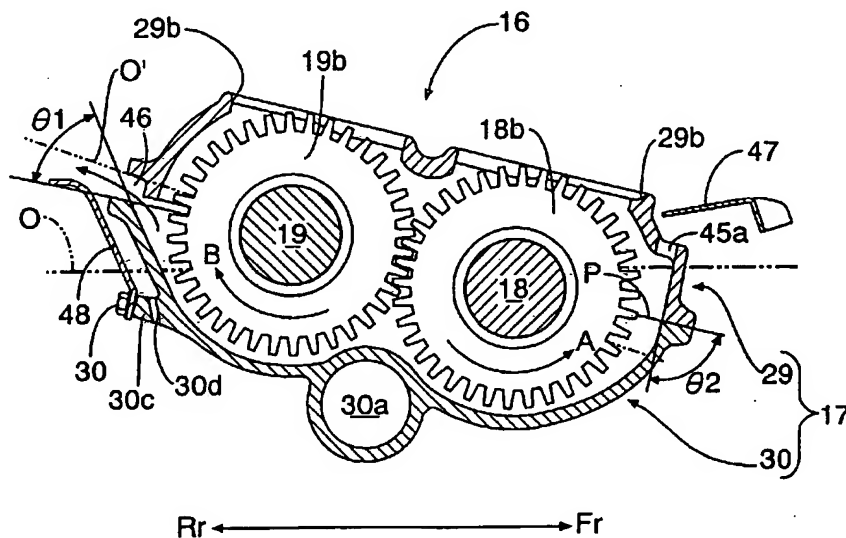
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- (51) 国際特許分類<sup>7</sup>: F02B 77/00, F01M 1/06 KABUSHIKI KAISHA) [JP/JP]; 〒107-8556 東京都港区南青山二丁目1番1号 Tokyo (JP).
- (21) 国際出願番号: PCT/JP03/02765
- (22) 国際出願日: 2003 年 3 月 10 日 (10.03.2003) (72) 発明者; および (75) 発明者/出願人 (米国についてのみ): 橋本 尚之 (HASHIMOTO, Hisayuki) [JP/JP]; 〒351-0193 埼玉県和光市中央1丁目4番1号 株式会社本田技術研究所内 Saitama (JP). 菅波 友二 (SUGANAMI, Tomoji) [JP/JP]; 〒351-0193 埼玉県和光市中央1丁目4番1号 株式会社本田技術研究所内 Saitama (JP). 渡辺 治男 (WATANABE, Haruo) [JP/JP]; 〒321-3325 栃木県芳賀郡芳賀町芳賀台143番地 株式会社ピーエスジー内 Tochigi (JP). 岡崎 一仁 (OKAZAKI, Kazuhito) [JP/JP]; 〒321-3325 栃木県芳賀郡芳賀町芳賀台143番地 株式会社ピーエスジー内 Tochigi (JP).
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特願2002-64877 2002 年 3 月 11 日 (11.03.2002) JP
- (71) 出願人 (米国を除く全ての指定国について): 本田技研工業株式会社 (HONDA GIKEN KOGYO

[続葉有]

(54) Title: BALANCER DEVICE OF ENGINE

(54) 発明の名称: エンジンのバランサー装置



(57) Abstract: A balancer device of an engine, wherein a balancer housing (17) disposed under a crankshaft so as to face an oil pan is formed of an upper housing (29) and a lower housing (30) connected to each other at a mating surface (P), the height of the mating surface (P) is lower on the forward of a body than on the backward, and oil discharge holes (45a, 46) for discharging oil in the balancer housing (17) to the outside are formed in the mating surface (P) on the higher side of the balancer housing (17) and in the upper housing (29) above the mating surface (P) on the lower side of the balancer housing (17), whereby the entry of oil into the balancer housing (17) can be suppressed by maximizing the position of the oil discharge hole (45a) on the lower side of the balance housing (17).

(57) 要約: クランクシャフトの下方でオイルパンに臨むように配置されたバランサーハウジング (17) は、アッパーハウジング (29) およびローアハウジング (30

[続葉有]